

2820

CLASSIFIED MESSAGE

SECRET

(When Filled In)

FILE INFO

REPRODUCTION PROHIBITED

ACTION	15007	15055	DSA	6	SS	11	16
2	DAPS			7	UX	12	17
3	LUTEL			8	LC	13	18
4	LOGA			9	RB	14	19
5	"			10		15	20

15007 14 02

25X1

TOP SECRET 150859Z OCT 71 CITE [REDACTED]

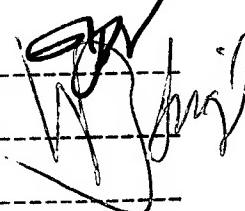
25X1

PRIORITY [REDACTED] INFO PRIORITY [REDACTED]

EO/SA [REDACTED]

DD/SA [REDACTED]

D/SA [REDACTED]

*File Idealist
25X1 Tackle*


IDEALIST TACKLE

FOR [REDACTED]

SUBJ: MSN C-321C

1. AS YOU ARE AWARE THE TRACKER PLOT OF MSN C-321C
 SHOWED THE ARTICLE 10NM WEST OF CRSE AT POINTS D AND F
 AND ALSO AT LESSER DISTANCES OF 1 TO 5 MM WEST OF COURSE
 DURING MOST OF THE MISSION. THE TRACKER PLOT WAS DOUBLED
 CHECKED FOR ACCURACY BY [REDACTED] FLT PLANNERS AND [REDACTED]
 [REDACTED] FOUND CORRECT.

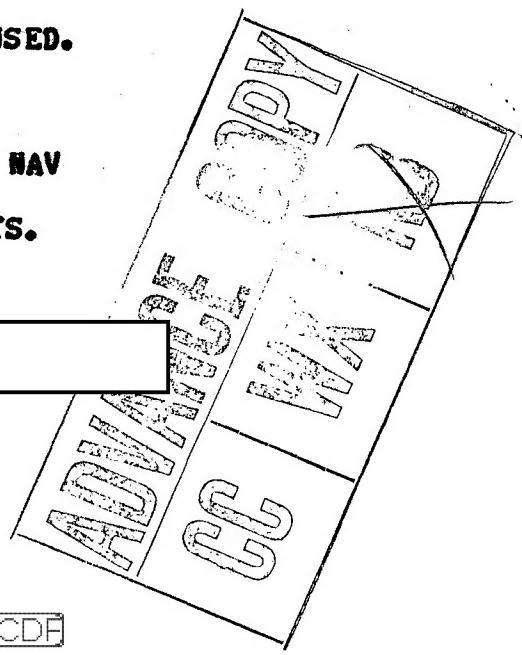
25X1

2. AN ANALYSIS OF THE MSN TRACK WAS PERFORMED TODAY
 [REDACTED] TO DETERMINE THE
 REASON FOR THE TRACK ERRORS. THE TRACKER PLOT, [REDACTED]
 [REDACTED] MSN MAP, AND THE [REDACTED] WERE USED.
 FOLLOWING ARE THE RESULTS OF BOTH ANALYSES:

25X1

A. AT PT B PILOT RECORDED ACTUAL WIND FROM NAV
 COMPUTER OF 118/38 KNOTS. FORECAST WAS 090/25 KTS.

THIS WAS LAST RECORD OF WIND BY PILOT.



MORICDF

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T O P S E C R E T

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READOUT DATA SHOWS ACTUAL POSITION OF ARTICLE AT PT C TO BE 10NM WNW OF PLANNED CRSE POSITION. THIS ERROR CONCLUDED TO BE CAUSED BY STRONGER THAN FORECASTED WIND ON LEG B-C.

C. ALTHOUGH PILOT TURNED 30 SECONDS EARLY AT PT D, ERROR AT PT C AND WINDS STRONGER THAN FORECASTED CAUSED 18NM ERROR AT PTS D AND F. [REDACTED] SHOW THAT PILOT NOTED ERROR AT PTS D AND F AND MADE CORRECTIONS TO THE LEFT UP TO 16 DEGREES. HOWEVER, THESE WERE INADEQUATE TO RETURN HIM ALL THE WAY BACK TO CRSE.

25X1

D. THE EFFECT OF THE FIRST ERROR AT PT C CONTINUED THROUGHOUT THE FLT ALTHOUGH PILOT CORRECTIONS EVENTUALLY RETURNED HIM TO A PRECISE TRACK ON LEG U-V.

3. AFTER A DETAILED STUDY OF THE MSN DATA IT IS OUR CONCLUSION THAT:

A. THE ERRORS WERE CAUSED BY STRONGER THAN FORECASTED WINDS.

B. THERE WAS NO DELIBERATE ATTEMPT TO DEVIATE FROM THE PLANNED CRSE.

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C. THE PILOT SHOWED NO LACK OF PROFICIENCY AND
MADE WHAT HE UNDERSTANDABLY THOUGHT WERE PROPER CORRECTIONS
TO RETURN TO COURSE.

25X1

THAT THE ERRORS WERE A RESULT OF UNPREDICTED WINDS.

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25X1

BT

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